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The Hongkong Telegraph

WEATHER FORECAST
CLOUDY.
Barometer 29.72.

(ESTABLISHED 1881.)
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June 1, 1917. Temperature 6 a.m. 81 3 p.m. 86
Humidity 85 74

June 1, 1916. Temperature 6 a.m. 78 2 p.m. 76
Humidity 78 95

7670 日二十月四

FRIDAY, JUNE 1, 1917.

五拜禮 號一月六英曆

350 PAGES ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

MORE KAISERISMS.

Germany Engaged in a "Holy Fight."

London, May 30.
According to Reuter's correspondent at Amsterdam, the Kaiser, in a remarkable address to the troops on the Aras front, declared that the enemy was attempting, with unparalleled supplies of munitions, finally to break the German resistance. He said:—"Noble-minded Germans can appreciate the motive of the French, who are fighting to liberate their homes, but the English are fighting obstinately and tenaciously only for the enlargement of their power at Germany's cost. Germany is fighting a holy fight, the duration of which is in God's hands. Germany's business is to hold on, however long it may last. German civilians are prepared to share with the troops every danger and distress. Meanwhile, German submarines are working to cut to pieces the enemy's vital nerve."

AUSTRIAN PARLIAMENT OPENS.

A Very Lively Session Expected.

London, May 31.
According to Reuter's correspondent at Amsterdam, a Vienna message says the Reichsrath has opened its first sitting since the war. The galleries were crowded. Dr. Groen, the leader of the German National League, has been elected President.
There are indications that the session will be a very lively one, as the Czech Parties, who are numerically superior, are united in order to insist on the foundation of a single Slav State, while the Poles and Socialists intend to make a demonstration in favour of peace. Moreover, the Poles demand the union of Galicia with an independent Poland having an outlet to the sea.

Hostility of the Czechs.

London, May 30.
The meeting of the Reichsrath has everywhere aroused great attention, owing to the possibilities of big developments therefrom. The Czechs have already begun a policy of bitter hostility towards the Government. They did not participate in the voting for the President, while they have elected M. Klotzsch their chairman, as a protest against the Government's imprisoning him for three years without trial on a charge of high treason.

MAILS FROM HOME.

Fortnightly Despatch in Future.

London, May 30.
The Postmaster General announces that in future mails will be despatched to India and the East fortnightly, instead of weekly. The first mail under the new arrangement will be despatched next week.

JAPAN'S NEED OF GOLD.

London, May 30.
The Times correspondent at New York states that in response to requests for information about the heavy gold on flow to Japan, the agencies of Japanese financial institutions have informed the Treasury that they will probably require ten millions sterling of gold during the next three months, in order to pay India for cotton.

MR. CHURCHILL AND THE GOVERNMENT.

London, May 31.
The Daily Chronicle states that Mr. Winston Churchill has been offered a post in the Government.

IMPORTANT SHIPPING FUSION.

London, May 31.
The Times states that an agreement has been concluded for the fusion of the interests of the Peninsula and Oriental Steam Navigation Company and the Union Steamship Company of New Zealand.

A BRITISH AEROPLANE'S FLIGHT.

London, May 31.
Reuter's correspondent at Rome says a British aeroplane has arrived there. It flew over London, stopping at Paris, Turin and Pisa.

FRENCH APPEAL TO BRITISH SHIPPING.

London, May 31.
According to Reuter's correspondent at Paris, M. Boussenoit, the Secretary of the Naval Committee of the Chamber, contributes an article to a newspaper, appealing for further British help to French shipping. He mentions that over 600 British ships are at present working for France.

LORD DEVONPORT'S INDISPOSITION.

London, May 31.
Lord Devonport, the Food Controller, is suffering from a disease of the ear.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

RUSSIAN AFFAIRS.

An International Socialist Conference.

London, May 30.
According to Reuter's correspondent at Petrograd, the Executive of Soldiers' and Workmen's Delegates has decided to convene an International Socialist Conference at Stockholm between July 15 and July 30.

Finnish Demands.

London, May 31.
Reuter's correspondent at Petrograd says the Government is discussing Finnish demands, including autonomy from Finland, under an international guarantee.

Punishing Drunkards.

London, May 31.
According to Reuter's correspondent at Petrograd, the Government has decreed that all cases of public drunkenness shall be punishable with eighteen months' imprisonment, and for violence or robbery by a drunkard, six or eight years' servitude.

A Financial Proposal.

London, May 31.
Reuter's correspondent at Petrograd states that the Government has unanimously approved of the proposals of M. Tselichovsk, who is temporarily in charge of the Finance Department, to raise a loan of two thousand million roubles for the issue of paper money.

GREAT AERIAL BATTLES.

Strange Spectacles in France.

London, May 31.
Correspondents at Headquarters state that, despite the lull in fighting, the British aerial offensive continues unrelentingly day and night.
There have been some most desperate air battles fought recently, many at a height of 19,000 feet.
Thirty German machines were destroyed on May 27 alone, when, in one case, six British and eight German machines were so close that wings grazed wings. The spectacle was bewildering, as the combatants described enormous loops and crescents, holding each others' tails. Once, seven machines locked together and towards the earth, pouring out bullets amid a shower of shrapnel from the guns below, in a fight to the end, which resulted in the destruction of four German machines, the British machines being unscathed.
On another occasion, a British pilot, after destroying two machines, was attacked, but he felled his assailant with seven shots from an automatic pistol after his gun had become jammed.

SOCIALIST CONFERENCE.

The British Representatives.

London, May 31.
According to Reuter's correspondent at Stockholm, the Dutch-Scandinavian Socialist Committee has been informed that the British Socialists have nominated Mr. G. H. Roberts, M.P., and Mr. Ramsay MacDonald, M.P., to represent the majority and minority respectively at the International Socialist Conference.

THE WESTERN FRONT.

German Raiders Driven Off.

London, May 31.
Field Marshal Sir Douglas Haig, in a communique, states:—"We drove off raiders south of Arras, taking prisoners. There was considerable reciprocal artillery firing near Ballecourt, on the right bank of the Scarpe."

Artillery Livelihood.

London, May 31.
A Berlin official message says there is lively artillery firing at the Ypres and Wytschate borders.
There is a very intense artillery duel at Chemin de Dames and in Western Champagne.

ITALIAN SHIPPING FREEDOM.

London, May 31.
Reuter's correspondent at Rome states that the arrivals for the past week have been 498 vessels, with a combined tonnage of 488,110. The sailings have been 476, with a tonnage of 451,255, not including fishing boats and small coasters. No steamers were sunk. Twelve sailing ships were sunk, each under fifty tons.

ITALIAN FOODSTUFF PRICES.

London, May 31.
According to Reuter's correspondent at Rome, the Gazette announces that persons buying foodstuffs at prices above those fixed by the Government are liable to six months' imprisonment.

DUTCH STEAMER SEIZED.

London, May 27.
The Maas Bode states that the Dutch steamer Pomona, from Copenhagen to Amsterdam, has been taken to Beineham.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

Ghent Heavily Bombed.

Visited by Fifteen Allied Aeroplanes.

London, May 31.
Reuter's correspondent at Amsterdam says that, according to the Echo de Belgique, fifteen Allied aeroplanes heavily bombed Ghent on Monday, considerably damaging the railway station and causing a panic. They returned without loss, after numerous air fights.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

THE ITALIAN PUSH.

London, May 30.
An Italian official report says: There has been very heavy artillery firing from Mount Cucco to Mount Volpe, eastward of Gorizia. The enemy three times unsuccessfully attacked our trenches on Hill No. 667, between Jamiano and the coast. We extended our gains westward of Medebate.

PRECAUTIONS AGAINST ENEMY RAIDS.

London, May 30.
Viscount French (Commander-in-Chief of Home Defences), replying to a Folkestone deputation, said it is impossible to absolutely prevent aeroplane attacks, but the scheme of defence has been reconsidered in the light of experience gained by the recent raid and he hoped the measures now taken would make any further raid a risky operation involving heavy loss.

RESTLESS RUSSIA.

General Smuts' Advice.

London, May 30.
General Smuts, speaking at the Russian Exhibition at the Grafton Galleries, said: If nothing further happened as a result of the war but the Russian revolution posterity would say the war had not been in vain. The Germans had always regarded the Russians as barbarians. Our prayer was that these "barbarians" would save the world from military despotism as they saved Europe from Napoleon; also that they would continue to bear their share in smashing the bloody Turks and thus end their anti-Christian tyranny. He ventured to remind our Russian brethren that discipline must accompany freedom, otherwise freedom was like new wine—it sometimes went to the head. Germany was quite ready to swallow all Russia's ideal formulas about peace without annexation or indemnities and to swallow Russia too. Von Bethmann-Hollweg's speech showed that Germany longed for peace but a peace based upon blood and iron must go down by blood and iron. He hoped the Russians would not forget the agony of Serbia and Belgium. The latter was making a brave fight not only here but in East Africa and Central Africa. (Cheers). He knew he was expressing the sentiment of the Russian and other democracies when he said it would be a shame on the Allies if we let these small nations go under.
General Smuts concluded: We have achieved what we thought impossible, namely, a union of the free peoples of the world against autocracies like Germany, Austria and Turkey, and, you may add, the Devil. What a combination!

Officers Favour Offensive.

Petrograd, May 30.
The Congress of Delegates of Officers serving at the front has resolved that, while hailing the Provisional Government's aspirations towards a stable peace, the only means of arriving thereat is by the re-establishment of a military offensive.
Deserters have been rounded up at Kieff.

Dangers of Drunkenness.

New York, May 30.
A telegram from Petrograd states that the Council of Workmen and Soldiers' Executive has called attention to deplorable events arising from the increase in drunkenness and lays stress upon the grave dangers to be expected therefrom. The Executive declares that no one has any right to buy drink or vodka and appeals to the people to abolish it for evermore.

A WEEK'S SUBMARINING.

London, May 30.
The Admiralty reports that the arrivals for the week were 2,719 in number and the sailings 2,768. Eighteen vessels of over 1,600 tons and one under 1,600 tons were sunk, while seventeen vessels were unsuccessfully attacked. Two fishing vessels were sunk.

GOVERNMENT CONTROL OF TOBACCO TRADE.

London, May 30.
The Board of Trade assumes control of tobacco, prohibits dealings therein except as authorized and fixes wholesale prices from 1st June.

THE WESTERN FRONT.

London, May 30.
Field Marshal Sir Douglas Haig states: There is nothing of interest to report.
The French communique says:—Both artillery lines continued to be most active in the neighbourhood south of St. Quentin. The Champagne batteries have been silenced. A heavy bombardment of our trenches on Mont Ham and Canteu took place.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

POLISH SINGER'S DEATH.

London, May 31.
A message from Amsterdam states that the death has taken place of the famous Polish singer, Edouard D-maska.

LEAGUE TENNIS.

Naval Yard's First Victory.

The Naval Yard beat the University "B" team in the second division of the Tennis League, on the latter's courts yesterday, and won by 53 games to 46. The scores were as follows:—

Ferry and Crocker beat Martin and Woon, 7-4; beat Hung and Tau, 8-3; beat Ang and Ang, 8-3. Clarke and Winfield beat Hung and Tau, 9-2; lost to Martin and Woon, 5-6; lost to Ang and Ang, 4-7. Black and Trueman lost to Martin and Woon 4-7; lost to Hung and Tau 3-8; lost to Ang and Ang, 5-6.

Chinese Recreation v. Vanguard. This match, postponed from last Saturday, was played off yesterday, and resulted in a win for the Chinese Recreation Club by 53 games to 41. The following is the score:—

Ng Sze Kwong and Wong Po Kung beat Manley and Lee, 9-2; beat Gross and Ahlo, 8-3; beat Lo and Lo, 9-2. Wong Po Kung and M. P. Lo beat Manley and G. Lee, 9-2; beat Gross and Ahlo, 8-3; lost to Lo and Lo, 5-6. Yew Man Tsan and M. W. Lee lost to Manley and Lee, 2-9; beat Gross and Ahlo, 6-5; lost to Lo and Lo, 2-9.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (Reserve), state:—

Monday, June 4.
No Parade or Police School will take place on this date.
Police School, 5.45 p.m.
Tuesday, June 5.—Class 13 (Inspector Gordon).
Wednesday, June 6.—Class 15 (Chief Inspector Kerr).
Thursday, June 7.—Class 14 (Inspector Carrard).
Friday, June 8.—Class 12 (Inspector Grant).
Parades, Central, 5.45 p.m.
Tuesday, June 5.—Ambulance Platoon. Also recruits of all Companies under O.S. Major.

Thursday, June 7.—No. 1 Section and No. 2 Platoon.
Friday, June 8.—No. 3 Company. Also recruits of all Companies.
Uniforms.
Helmets, not caps, are to be worn on all parades.

Registration.
Members of the Police Reserve (other than those of No. 3 Company, Ambulance Platoon and Baglery) who have not yet done so, must register under the Registration of Persons Ordinance.
Forms may be obtained from this office or from Pass Office Central Station.
The Ordinance applies to (1) all the above members over 18 years of age and (2) their wives and daughters if over 18 years of age.
Forms, duly filled up, may be returned to this office or to Central Station.

DON'T FORGET.

TO-DAY.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.
TO-MORROW.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.
Sunday, June 3.
H.M. the King's Birthday.
Monday, June 4.
General Holiday.

GENERAL NEWS.

China, Russia and Klakhta.
A Shanghai dispatch reports that the Russo-Chinese Klakhta Convention has just been revised, the leading points being as follows:—1.—Russia and China shall establish revenue offices in the leaving places in Sinkiang. 2.—Russia and China shall maintain guards on their boundary lines. 3.—Russia shall not maintain a garrison in her Concessions in China. 4.—In case Russia levies duties on Chinese imports, China shall impose similar duties on Russian goods imported into her territory. 5.—The tariff shall be a conventional one. 6.—The administration of railways, telegraphs and posts in China shall be controlled by the Chinese Government, and Russia shall not interfere therewith.

Hongkong Kindly Note.
Kuala Lumpur is organising a grand fête for August 4, the anniversary of the declaration of war, the funds to go to various war charities. It was proposed to have a lottery in addition to the other attractions but this idea has been abandoned, as the Chief Secretary and High Commissioner both regarded it with disfavour. All communities are to take part and run their own sections and the usual concomitants of such fêtes will be present in profusion. There will be exhibitions, sports, entertainments, concerts, and many opportunities for disbursing money and the occasion will serve both the sentimental one of celebration of the event and the practical one of obtaining money for war funds.

Mutiny of Chinese Crew.
Liverpool, April 12.—A steamer has just arrived at Liverpool and her master reports that when at sea mutiny occurred on board, with the result that one of the crew was killed. There were 45 Chinamen on board and 11 European officers, and the crew were dissatisfied with the cook and threatened to kill him. A serious quarrel ensued on deck, and the officers endeavoured to quieten matters. There then ensued a mutiny against orders, and several of the Chinamen became dangerous. One of them seized an iron bar, with which he made a blow at one of the officers. The latter ducked and dodged the weapon, but a second and third attempt was made, and the officer then felt compelled to fire his revolver. The Chinaman was shot through the head and rolled over dead. The mutiny was subsequently quelled. An inquest will be held on the dead Chinaman.

U Boat Crews' Rewards.
The Amsterdam correspondent of the Times states that a correspondent of the Telegraph on the frontier states that German submarine crews receive the same pay as those of other naval vessels, with the addition of 10 per cent. and prize money. In the case of captured ships the commander and first engineer each receives 5 per cent. of the ship's value as estimated by the Prize Court, the officers may share 15 per cent. of the value, and the crew 25 per cent. Thus 50 per cent. of the value of captured ships goes to the submarine crews. The reward for torpedoed ships is smaller. The ship's assured value is here taken as the basis. The commander and the chief engineer each gets 1 per cent., the officers 4 per cent. together, and the crew 10 per cent. together. During the first six months the rewards paid to a new submarine are somewhat higher. A special prize is given to commanders who destroy most warships on a voyage, and also for special feats.

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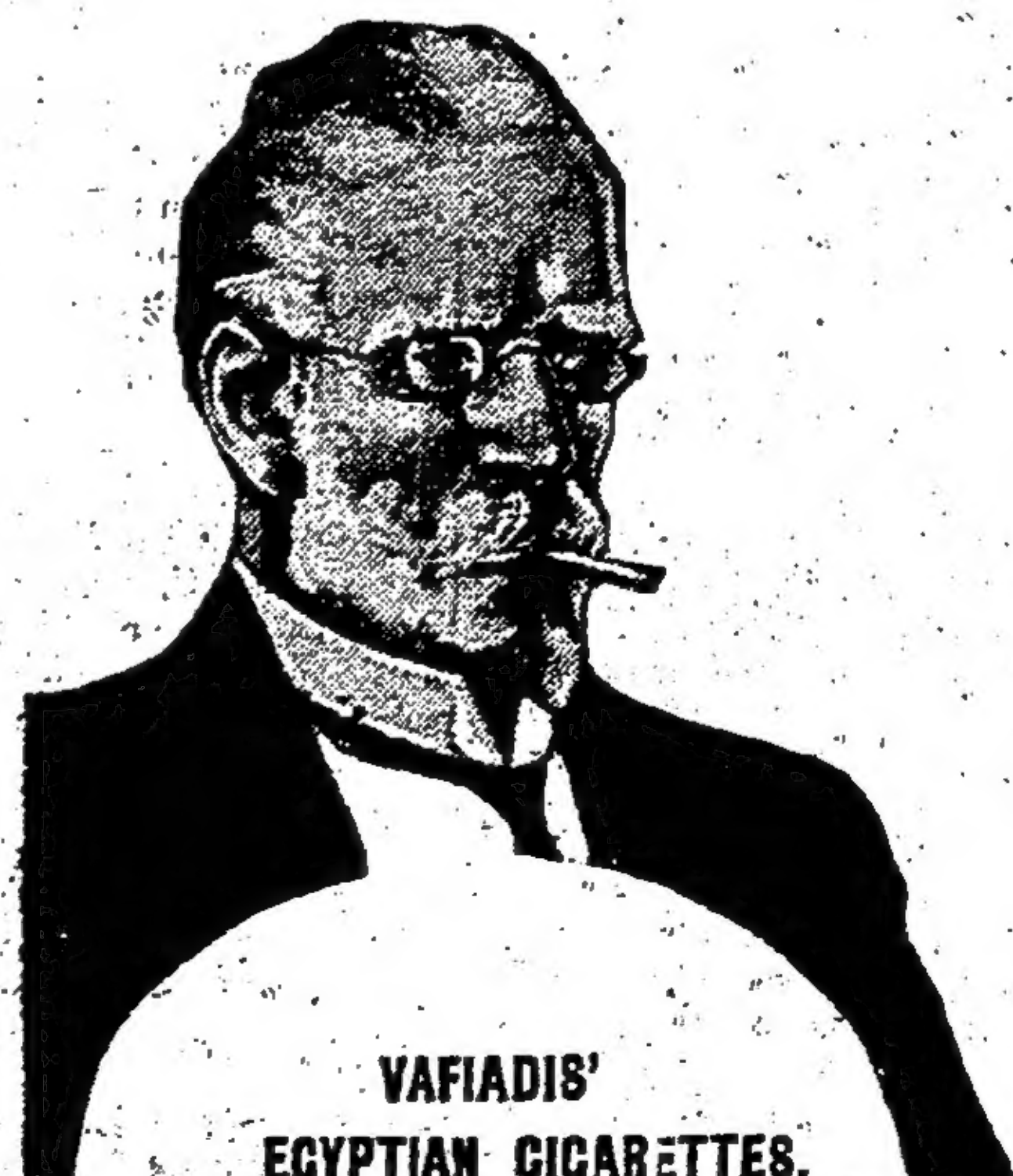
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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 1, 1917.

THE PORT OF HONGKONG.

The continued prosperity of the port of Hongkong is reflected in the report of the Harbour Master for the past year. This shows a very decided increase in the number and tonnage of vessels entering and clearing, as compared with the previous twelve months, the advance being represented by 111,192 more vessels, and 2,496,535 more tons. These figures, of course, include vessels of all types, other than fishing junks. So far as British shipping is concerned, the statistics contained in the report are satisfactory in the sense that they reveal a retention of its supremacy. In view of the continued drain on British tonnage, because of the war, it would not have been surprising if the returns had shown a very serious decline in the number of vessels flying the red ensign, and a corresponding, or even greater, advance in foreign-owned vessels visiting the port. Happily, however, no such circumstance is indicated, though, so far as ocean-going shipping is concerned, there is a slight falling off in numbers and tonnage.

On looking into the figures a little closely, we see that there has been a falling off of 7.4 per cent in the number of British ocean-going ships using the port, with a decrease in tonnage of 7.1 per cent. Contrasted with that, we notice that foreign ocean-going vessels have advanced by 3.3 per cent in numbers, though in tonnage there is a shrinkage of 2.4 per cent. The former circumstance is attributed to the chartering of several coasting steamers by the Government, and the withdrawal of the P. and O. intermediate service, while the change in the foreign figures is ascribed to an increase in Japanese and Chinese ships of smaller tonnage. Taking ocean-going and river steamers together, the report shows that British tonnage covers just 50 per cent. of the whole shipping, with foreign tonnage 35 per cent. Allowing for all the abnormal circumstances, the whole report may be considered as reflecting quite a healthy state of affairs, though it must be borne in mind that the present year's figures are likely to be adversely affected from the fact that the requisitioning scheme has in the meantime been very considerably extended. However, if we can only manage substantially to retain our present lead until the dawn of more normal times, there will be no reason to fear for the future of British shipping when the war is over. All the same, we could only wish that there were a better and fairer adjustment of requisitioning, by which ships of all the Allied nations would bear the burdens in more equal proportions than is at present the case. Such a scheme would be hailed with deep satisfaction by British companies in the Far East in particular.

A further step forward in port administration is disclosed in the statement that the Government buoy scheme is now in full working order. In all, there are forty-five buoys affected by the scheme, and the year's revenue from the fees derived therefrom totals no less than \$61,916. The Harbour Master is of the opinion that the scheme is generally much appreciated, and that it considerably improves the facilities and conveniences of the port. We are glad to see that point emphasised, because the scheme is one which we have all along supported, though on its inauguration it was rather severely criticised by several shipping men. A fair trial of it, however, has probably convinced them by this time that order and regulation in allotment of anchorages is much to be preferred to the past system of chaos and uncertainty.

Brazil's Decision.

Not merely in the German-American war, but in the war between the Entente and the Central Powers, Brazil has declared, officially and unanimously, that she has revoked her neutrality. Thus, in legal manner, and with complete unanimity, the most important of the South American States has come forward as a champion in the cause of Right over Might. That the Brazilians mean business is evident from the fact that the Bill revoking the neutrality that Brazil had at first deemed to be her best policy, also authorises the utilisation of German ships at present in Brazilian ports. This latter point is one of no little importance, as German ships in large numbers had taken refuge in Rio de Janeiro and other Brazilian ports. This loss of tonnage is, of course, a matter of the utmost gravity to Germany, not only at present, with her resources being fast depleted, but in view of the great economic struggle that is certain to prevail on the termination of the war. It must also be taken in conjunction with her recent enormous losses in tonnage at the hands of the United States. As to the more direct effects of Brazil's entrance into the struggle, it may not amount to much in the actual warfare. Neither in men nor in money is she, considerable as are her resources, likely to contribute substantially. She will, however, be able effectively to cope with the very considerable German interests that have for the past few decades grown up in Brazil, and she will likewise be able to put a check on any further Germanisation of large areas in this vast and fertile country. Brazilians have long since been aware that German colonisation in Brazil, as elsewhere, in marked contrast to the policy adopted by the British and the Americans, has as its primary basis the further aggrandisement of Germany and the Germans, rather than the benefit of the country and its inhabitants. Brazil's declaration, therefore, is one of first-rate importance; one that will hit the German fairly and squarely, and will be of considerable service to the Allies at present and in the future.

New Postal Scheme.

The Post Office scheme, announced by Reuter yesterday, and which we stated would be a "system of interest to Hongkong," is very likely to tally with our description in the near future. At least it is devoutly to be hoped that such will be the case, as Hongkong, in common with other large commercial centres, has suffered not a little of late by enemy submarine depredations and consequent loss of mails. The new scheme will necessitate a very considerable amount of additional work, and, if for no other reason than that, should be given a hearty welcome, as it is well-known that Mr. Illingworth, the recently appointed Postmaster General, is sorely handicapped in these days by a very much decreased staff. He is to be congratulated on having devised a simple scheme which promises well, for it would be difficult to devise anything better than that which is proposed, namely, that the originals and duplicates of letters posted together should be sent throughout the Empire by successive mails. The adoption of this scheme will, of course, necessitate a large amount of additional work in business premises and elsewhere, as well as in the G. P. O., but, nevertheless, it is a scheme to be welcomed and one well worth giving a trial to, if even only tentatively.

New Japanese Companies.

Among newly organised companies in Japan are the Shanghai Electric Company, the Wakayama Cotton Cloth Company, the Kwanto Weaving Company, the Japan Habutai Company, the Japan Foreign Tile Company, the Steel Material Company, the Japan Silk Weaving Company, the Teikoku Paint Company, the Export Toy Manufacturing Company, the Yamazaki Steamship Company, and the Teikoku Condensed Milk Company.

DAY BY DAY.

THE FLY THAT RIPS THE EAGLE IS
LOST IN THE SWEETS—John Gay.

To-morrow's Anniversary.
To-morrow is the 9th anniversary of the death of General Buller.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 4.13/101.

Hotel Attraction.
The public will be interested to hear that a first-class European string band will give a performance at the North Point Hotel on Saturday from 5 to 11 p.m. The Hotel is now under completely new management. Trams pass the premises every few minutes.

Knocked Down by Motor Car.
A Chinese schoolboy was knocked down yesterday by a motor car whilst he was walking in Queen's Road East, near Graham Street. He received injuries to the right side of his face and right arm, but these are of a somewhat slight nature. The occupants of the motor car conveyed him to Hospital.

Another Chinese Electrocuted.
Whilst a Chinese was assisting in carrying out the work which is now in progress on the roof of the Hongkong and Shanghai Bank, he accidentally stepped on to a live electric wire, which was so heavily charged with electricity as to cause the workman's death. The body was conveyed to the public mortuary.

Ditty Box Stolen.
When charged before Mr. J. R. Wood, at the Police Court this morning, with stealing a ditty box belonging to a man serving on one of His Majesty's ships, a Chinese was sentenced to six weeks' hard labour and four hours' stocks. The man was seen by a stoker to go into the cook house and steal the box.

Gambled the Proceeds.
A ricksha coolie was sent out by a ricksha farmer to collect the fees for the day, and, having collected fees amounting to \$9, he proceeded to gamble, with the result that he lost all the money. He was charged before Mr. J. R. Wood, at the Magistrate's Court this morning, and was sentenced to one month's hard labour.

ALLEGED DUMPING.

Chinese Belief in Evil Spirits.

At the Police Court this morning, before Mr. Dyer Ball, a Chinese woman was charged with dumping the dead body of a female child in Causeway Road.

A Chinese constable stated that he saw the woman, who was with two other women, dump the body outside of No. 28, and then walk away.

The defendant's story was that the child had been ill for five days, and a Chinese doctor was sent for. As he did not come, and the baby got worse, it was suggested by the principal tenant of the house that they should take the baby to the Convent. Defendant was asked by the mother to help carry the child, and when they got to the Convent they rang the bell five times, but nobody came. The mother then set the child down to rest, and, on its clothing being loosened, it was found to be breathing very hard, and it died almost at once. The mother and the other woman who was with them ran away, and the constable then came up and arrested her. She had not dumped the child, and was only asked to carry it.

His Worship asked why three people were necessary to carry the child, and the woman said she was afraid to carry it alone, in case it might die.

Dr. Pearce, the Medical Officer of Health, stated that some Chinese women think that there are evil spirits in sick children, and that they might account for three going together. It was the custom for a certain class of women to leave their sick children on the doorsteps of the Convent. That had been going on for many years.

His Worship decided to adjourn the case, awaiting the arrival of the report of the Medical Officer of the Mortuary.

HONGKONG

ENGLISHMEN.

Formation of a St. George's Society.

There was quite a gratifying attendance of Englishmen at the City Hall last evening when a meeting was held for the purpose of forming a St. George's Society on the same lines as the St. Andrew's Society for Scotsmen, and also for the purpose of presenting a report on the results of the celebration of St. George's Day. Mr. H. H. J. Gompertz presided, and he was supported at the head table by Mr. O. Champlin, who acted as Hon. Treasurer of St. George's Day, and Mr. J. Bentley, the Hon. Secretary. Those also present were:—The Hon. E. H. Sharp, K.O., the Hon. Mr. H. E. P. Lowe, K.O., the Hon. Mr. J. H. Kemp, and Messrs. N. J. Stabb, G. T. Elkins, E. Shelton Hooper, M. S. Northcott, P. O. Potts, H. P. Winlow, S. H. Dodwell, A. R. Lowe, P. M. Hodgson, G. O. Moron, G. W. Beechick and others.

The Chairman first of all spoke of how the Committee appointed for a meeting held on March 12 for the purpose of celebrating St. George's Day had carried out the instructions of the meeting, and went on to detail the doings of the day, speaking of how they were indebted to Mr. H. P. White, for selling the seats of the dress circle by auction; the Ladies Committee, presided over by Lady May; Mr. Sutherland and Mr. H. W. Bird for the work they did in connection with the Cafe Chantant; Mr. Sinclair, Mr. and Mrs. Hay, and Mr. Dorman Fuller for their work in connection with the Shakespearean performances; and all those others who helped to make the day such a success. The day's events realised the net sum of \$33,000.—(Applause). The street collections realised \$16,179, the theatre on St. George's Day \$11,294, two subsequent performances \$1,658, and the Cafe Chantant \$8,821.

There were certain outgoing, and a balance sheet had been prepared, which was open for inspection. They were very much indebted to the Hon. Mr. P. H. Holyoak, who convened the first meeting, and it was owing to his initiative that the day was celebrated at all. Very few people seemed to know before that St. George's Day was also the birth day of Shakespeare and it was a source of gratification to know that men, women and children were wearing the same red and white favours that the English troops wore at the battle of the Ancre. He wished to thank, on behalf of the Committee, Mr. Bentley who had worked so hard. (Applause). The net balance worked out at about \$4,000, which was considered very gratifying. They proposed giving \$1,000 to the Prisoners of War Fund; \$1,000 to Lord Roberts' Memorial Workshop; \$1,000 to the Dreadnought Hospital; and \$1,000 to the French B. O. Ordon. The speaker explained the various appeals that these charities made to them, and added that he was sure these objects would all be deemed worthy of their support.

Dealing with the proposed St. George's Society, the Chairman spoke of how the St. George's Society at Shanghai was affiliated to the Royal St. George's Society at Home, and said that as time had not permitted of them here getting in touch with that Society they had decided to establish themselves first, and they could, if necessary, see about affiliation later. The draft of the rules had been prepared by Mr. Looker and Mr. Sharp, and they had been very carefully drawn up. It was not possible to circulate them before, because there was no real Society. He went on to speak of the proposed composition of the Committee, and stated that the entrance fee had been suggested as \$5 and an annual subscription of \$2. Every man present would become a foundation member.

Mr. Shelton Hooper suggested that the subscription should be raised to \$5, and some discussion ensued on this, the meeting eventually deciding that the subscription be \$2.

The Chairman proposed that the Society be constituted in the manner provided by the rules, and this being seconded by Mr. Edkins, it was unanimously agreed to, amidst applause.

and this being seconded by Mr. Edkins, it was unanimously agreed to, amidst applause.

The Chairman explained that there had been some suggestion that as a result of the last St. George's Ball there was a balance of \$2,000. They had made enquiries and they found that there was an account at the Hongkong and Shanghai Bank in the name of Mr. W. C. D. Turner, but, far from being a credit balance, they discovered that there had been a small debit, which had been met by a whip round. There had therefore been some delusion on that matter.—(Laughter).

The election of officers was proceeded with, the Chairman being elected President, Mr. P. H. Holyoak Vice-President, Mr. J. Bentley Hon. Secretary, Mr. N. J. Stabb Hon. Treasurer, and the Hon. Mr. E. H. Sharp, K.O., and Messrs. H. W. Bird, O. Beechick, G. S. Archbutt, H. W. Looker, and W. A. Dowley, as Committee.

The meeting terminated by a vote of thanks to the Chairman, on the proposition of Mr. G. O. Moron, who also wished a long and useful career to the St. George's Society of Hongkong.

In connection with the Cafe Chantant and Fancy Fete on St. George's Day, Mr. E. W. Bird wishes to express thanks to:—

Mr. R. Sutherland for his kindness in providing one of the Side Sheds and his great assistance in the training of the Elephant; on several occasions serious trouble with the animal was averted through his patience and intimate knowledge of the ways and habits of these beasts.

Tak Cheong, for procuring the elephant from Africa, after very considerable expense and a great deal of trouble.

A. S. Watson & Co., for kindly providing a large supply of lavender water for sale.

Hongkong Electric Co., for providing the light.

Hongkong Hotel, for providing tea.

Chief Gunner J. Wallace and assistants, for decorations.

Harbour Office, for decoration.

China Sugar Refinery, for supplying sugar.

Ladies generally, for selling badges, programmes, etc.

Performers at the Cafe Chantant.

Messrs J. Blake and G. E. Weir, for cinematograph.

South China Morning Post, for posters and programmes at reduced price.

Mr. Eldridge, of the P. W. D., for supervising erection of matted shed, and Ng Cheong, contractor, for the erection.

Mr. W. A. Dowley wishes to thank:—For the assistance rendered at the refreshment bar in the afternoon, at the Cafe Chantant and in the evening at the Theatre Royal; Messrs. C. B. Brooks, J. Skinner, J. Arnold, Sgt. Major Band, also the British American Tobacco Co., Hongkong Cigar Store and Messrs. Donnelly & Whyte, for supplying cigars and cigarettes; Messrs. A. S. Watson, for supplying one case Gilbey's whisky.

Mr. W. Sinclair wishes to express his deep appreciation for assistance rendered to him by the performers in the "Scenes from Shakespeare" and thanks especially:—Mr. C. H. P. Hay, for producing two items of the programme; Mrs. C. H. P. Hay, for arranging the ballet and designing costumes for the entire production; Mr. Dorman Fuller, for writing special music, training the chorus and attending to the lighting; Mr. W. A. Cornell, for constructional work on the stage; Mr. G. Danson, for making St. George's armour, and the Kowloon Dock Co., for presenting same.

Shantung Copper Cash Question.

Tianan, May 18.—Now that the two months' term allowed to the Japanese dealers in copper cash for the closing up of the business is to expire on the 20th inst., views are being exchanged among the influential Japanese and Chinese to get the business restored to its former freedom. On the other hand, some of the members of the Chinese Guild, who are desirous of monopolising the business have raised cries against the Government and gone so far as to present an impeachment of him in the question.

TO-DAY'S MISCELLANY.

An artistic gift has just reached the Red Cross Headquarters, 83, Pall Mall, in the shape of an illuminated missal by a young artist Dispatch Rider Cecil A. Tooke, R.N.V.R., who was taken prisoner at Antwerp in 1914. It bears the following inscription:—"Tribute to the Women of England—Who in the dark days of the Great War most nobly played their part, cheering and comforting many thousands of their Countrymen during their internment as Prisoners of War in Germany. Their cheery messages, kind thoughts, and timely gifts of food, clothing, and other comforts will ever be most gratefully remembered by the Sons of the Motherland.—Dobbert, 1916."

Brazil has broken off relations with Germany. And, certainly she ought to join the war of the democracies against autocracy, for in one respect she is the most democratic of all countries. Not only does the Brazilian law refuse to recognise titles of nobility, but it even prohibits the use of academic distinctions as "contrary to the principles of true democracy." If the Brazilian navy does play any part in the war it will be, in a sense, coming home again. The original all-big-gun ship or Dreadnought was built in England for Brazil. A fine model of this vessel is to be seen at the naval museum attached to Greenwich Hospital.

Eastertide has witnessed what may be called the evacuation of Trafalgar Square. Gone are the great posters, mounted sky-high, with their anguished appeals to the manhood of the nation to enrol for National Service; and gone also the figure of the hated Hun, with his square face crumpling to its four corners beneath the "knock-out blow" of the hawkey (but very unscientific) Briton. It is a tardy victory for good taste, quickened perhaps by protests made in this column and elsewhere against the vulgarisation of the national appeal itself. Most people will leave it at that, but there are sure to be a few curmudgeons who would like to know how much it cost to print and put up this belittling show of ink and paper, and how much to take it down. The whole thing reminds one of that good old Duke of York who, having marched his men to the top of the hill, just marched them down again—and none the less because, as I have no doubt, the good old Duke was well paid for both jobs.

The new rooms which are now being opened at the National Liberal Club will add greatly to the comfort of members. The adaptation of the old Westminster Palace Hotel to the purposes of a club has been proceeding steadily ever since the move from Whitehall-place was made. On the ground floor little change was needed, but upstairs the conversion of a range of bedrooms into a library and reading rooms was almost indispensable. That process has now so far advanced as to permit of the opening of three reading and magazine rooms, and the transference of the books from the Gladstone Library in Whitehall-place will soon be put in hand. The temporary loss of access to the library has been a serious blow to numbers of members, and the installation of the books in their new home will be proportionately welcome.

A well known Sydney jockey tells the following story. At the expense of a trainer in Victoria. The trainer in question employed 20 or 30 stable boys, who recently complained that the food provided them was not to the standard. The trainer was surprised, and decided that if the lads were justified in their complaints matters would be immediately remedied. He arrived just as the boys were sitting down to the morning meal. "Look at that," said a stable boy, "freckled faced youth, holding out a chop at the end of a fork." The trainer sniffed the morsel, and in a hesitating manner volunteered that he thought it was on the fork. "On the fork," he blurted out, "tortured the youth, why it's half way down the straight."

"TAKING OVER."

How the British Line is Extended.

Trains of a prodigious length are crawling up the French Railway. One follows so closely upon another that the rear truck of the first is rarely out of the sight of the engine-driver of the second. The speed is not rapid; occasionally it will amount to ten miles an hour. There are constant stops in and outside the little stations, and then the engines make a painful effort to restart the journey.

These trains are full of British soldiers. Most of them are going to the Front for the first time. They are seated anywhere on the trucks—on the roof, legs dangling over the edges, inside, or even on the buffers. They take a blasé interest in the scenery. When the train stops, they frequently jump off and attempt a word or two in French with the girls who crowd to the side of the embankment to cheer them on their journey.

At last the train-lode approach their goal. The musical accompaniment of the Front begins to reverberate. British and French aeroplanes are flying overhead. The stolid quietude of the countryside gives way to feverish activity. The roads are crowded. The engines give a snort of satisfaction, for their work while done.

The men clamber out on to the siding, collect their equipment, and are ready for a march up country. The trains, in these days, do not discharge their passengers at the gate of the trenches. Here is a gently undulating country, a relief from the lonely level of the Flemish plains. More and yet more trains are arriving over the horizon, and there are more to come, not carrying men only but the many accessories which human beings require.

The men are fallen in by companies and the march begins. A few children run along side of the men shouting their perpetual "Angels" and ending off with a request for "souvenirs." Some of them take the soldiers' hands and walk on with them till they are tired. The presence of children even at the edge of the danger zone is a pleasant relief from the desolation of War. One wonders if the civilians who have remained will be able to settle down when their homes have once again sunk into the normal slumber of peace.

Now the trenches are reached, and the men who have come to this particular entrance break into single file. The arrangements necessary for sending the right divisions to the right trenches are not so simple as might appear. Remember the occasion is one not of taking over a few trenches, but of relieving for some 60 miles of French line. But there is no confusion. The right men are sent to the right places, and everything is done quietly. A few of the British soldiers are old hands, and these criticize amiably the methods of French Trench-digging. For there are many differences between a French and a British trench, some to the advantage of one, some of the other. This human sea filters in by single file down to the communication trenches and out to their various positions. The trench snipers are firing the last rounds. They will fire from that position. It is certainly like a great tide. 60 miles of trenches are gradually changing their nationality. At every available entrance the waves are sweeping in.

The French polis affectionately greets his English brother. In some cases he will even kiss him on the cheek. The "tommy" has learnt to be not at all embarrassed and simply replies "Cheerio, comrade." The Frenchman could not literally translate this, but he knows what it means. Then with an equal absence of confusion, the tide begins to ebb. The French are slowly giving up their places as the British invasion advances further. The German, a few yards over the way, also celebrates the occasion. Probably he knows quite well what is happening. A few extra shells whizz by. A trench mortar or two splatters a word of welcome. The snipers try a few

HONGKONG ROADS.

Their Maintenance and Construction.

"Road Construction and Maintenance in the Tropics" is the subject of a lengthy and highly technical article which has been contributed to the *Journal of the Municipal and County Engineers' Institute* by Mr. H. E. Goldsmith, Assistant Engineer of the Hongkong Public Works Department. The article, which is splendidly illustrated, deals with the methods followed in Hongkong in the laying down and maintenance of roads, describing more particularly the manner in which the thoroughfares are being treated to meet the rapidly changing methods of road locomotion.

It is recorded that when the Chinese Government in 1841 ceded the island to Great Britain, only rough foot tracks existed; to-day the Colony can boast of approximately 185 miles of good roads. The foundations of the roads until recent years consisted of red earth, and upon this for the main roads was laid ordinary granite macadam four inches thick. The country or hill roads were either surfaced with concrete or decomposed granite. The advent of mechanically propelled traffic necessitated an alteration in the fabric of road surfacing, and bitumen, in some form, now plays an important part in the construction and maintenance of roads in Hongkong.

Mr. Goldsmith refers to the peculiar difficulties which confront the road engineer in the tropics, and comments on the manifest advantages of tar-bound surfacing. He says the mileage of main roads in Hongkong over which mechanically propelled vehicles may pass is about 110, and upon these it is proposed to lay in some form asphaltic mixtures. In fact, this work has already commenced and, but for the war, a large area would by now have been completed.

The article is well written, and to experts it will reveal Hongkong's modern methods of dealing with a difficult problem.

Bean Oil in Flames.

Fire broke out among the piles of cases of Bean Oil in the compound of the Sintai Bean Mill near the Dairen Wharf compound the other day. The oil caught fire while one of the tins was being soldered. There were 100,000 cases of oil stored in the open and the flames quickly spread, sending up a great volume of black smoke. The loss is estimated at about ¥80,000.

random and ineffectual shot, in places, probably from the Saxons, there is a little shouting and good-humoured banter. But nothing else happens. It makes little difference to the weary German who mans the trenches over against him. Only the new men are new, fresh and untired. And the German has no available ally to give him corresponding relief.

It has all been managed with such order and absence of fuss, that one hardly appreciates the significance of the event. Yet it is really a great moment. The store of man-reserve which Great Britain possesses is beginning to take practical effect. The French who held the long lines at the beginning of war, who stood before Verdun, and threw their legions on the road to Peronne, are now being freed for work elsewhere. They have "carried on" till Great Britain was ready, and now she is ready. It is an event too of more than military significance. For as Poilu and Tommy greet each other, and officer shakes officer warmly by the hand, as the one tide flows in and the other ebbs slowly out, one realizes that yet another knot of friendship is being tied between Albion and Gaul, a friendship which will endure long after the last guns have been fired, and will be not one of the least pillars on which the peace of the world will henceforward rest securely.

THE YARN MARKET.

A Quiet but Steady Tone.

Meersa, Polishwalla and Kotewall report:—

Since our last report on the 18th inst., nothing of importance has passed in our market. In the beginning of the fortnight sellers had shown some disposition to operate, which resulted in transactions to the extent of 4,000 bales in known chops, while during the latter part of the interval a quiet tone has prevailed, owing to some nervousness on the part of Chinese dealers to make further purchases, who are closely watching the most uncertain tendency of Indian exchange, which so greatly affects our market. Under such circumstances, the Chinese dealers, to ease their holdings, are found selling locally at current rates, hence our market has remained quiet, but steady. It does not seem likely to see some lively business passing in near future, as advices from India of a further rise in yarn in sympathy with raw material have prevented foreign holders from putting through any lots at present rate. Total sales 4,225 bales. Stocks are estimated at 18,500 bales, including 12,000 bales bargained for.

Arrivals.—The mail str. Nankang and extra str. Penang Maru from Bombay, have brought in 5,675 bales for Hongkong and 6,700 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports amount nil.

Shanghai.—Reports from that port show a drooping market, with very little business during the interval.

Japanese Yarns.—There has been no sales in this yarn during the past fortnight, and owing to big continual fluctuations in the prices in Japan, the Chinese are adopting a cautious policy of waiting for a feeling of steadiness in the market. The following are the nominal quotations:—Nagasaki No. 20s, at \$198; 3 Horses No. 16s, at \$181; 3 Horses No. 20s, at \$193; Yellow Jose No. 20s, at \$191; Seta No. 10s, at \$153; Seta No. 20s, at \$199; Blue Fish No. 20s, at \$199; Sandries chops No. 10s, at \$151/153.

Raw Cotton.—Market is absolutely quiet and featureless. Quotations:—Bengal \$28 to \$32. Chinese \$30 to \$36.

VOLUNTEER RESERVE ORDERS.

Order No. 32, issued to-day by Major Wakeman, commanding H. K. V. R., states:—

On duty from the morning of Sunday, the 3rd June, to the morning of Sunday, the 10th June, "A" Coy. H. K. V. R. Orderly Officer, Lieut. E. Evan Jones. Next for duty, H. K. V. R. Parade.

Monday, 4th instant:—Nil. Tuesday, 5th instant:—"A" and "B" Coys. on the road outside the Orderly Room at 5:15 p.m. Kowloon and Tsikoo Sections on the Football Ground, Happy Valley at 5:30 p.m. Dress: Drill Order. Signalling Section: "A" and "B" Classes at Volunteer Headquarters at 5:15 p.m. Dress: Clean Fatigue. Mounted Section at Jockey Club Stables at 5:30 p.m. Dress: Drill Order.

Wednesday, 6th instant:—Recruits on the Cricket Ground at 5:15 p.m. under Instructor Sergt. Osberry. Dress: Drill Order.

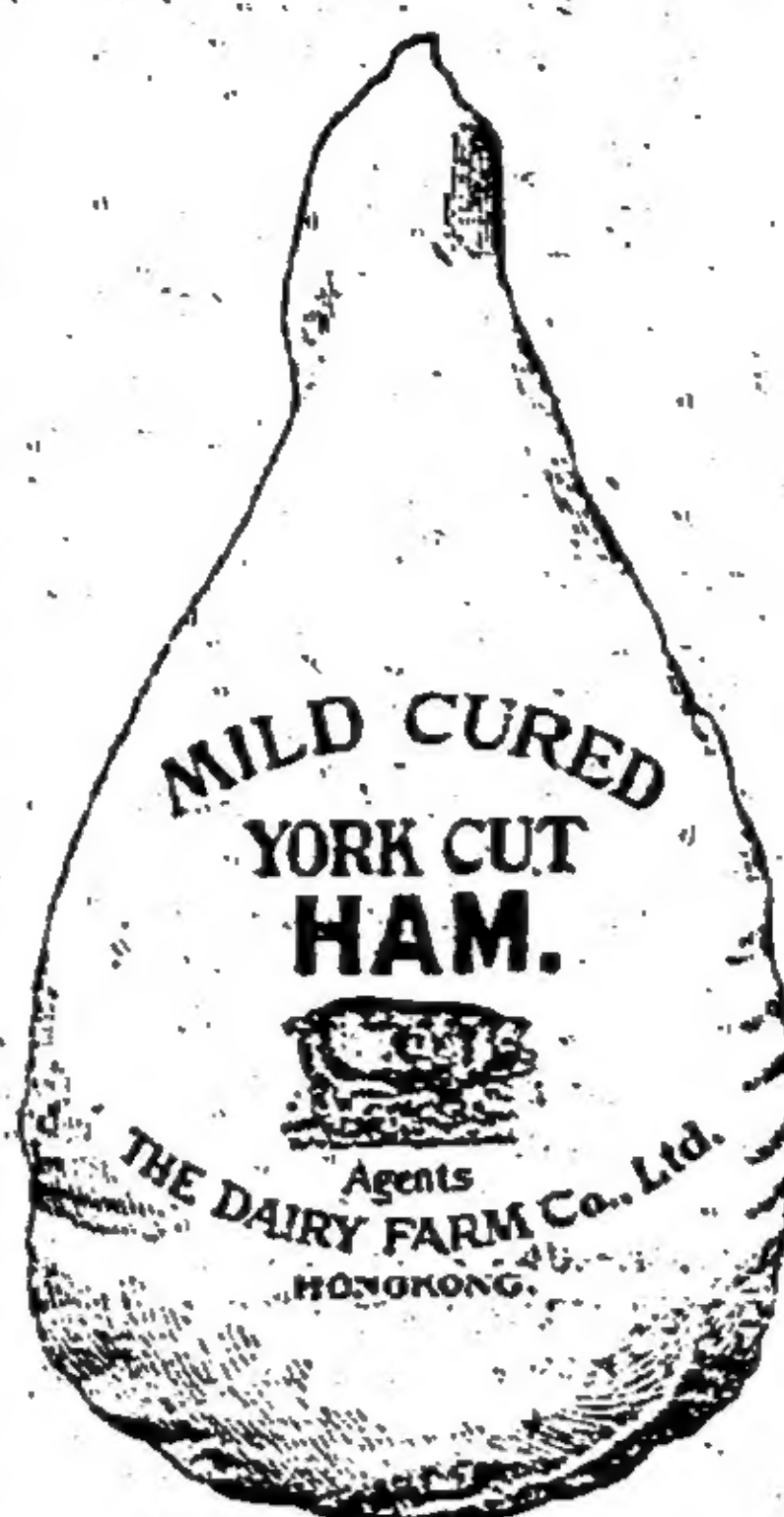
Thursday, 7th instant:—Machine Gun Section at Wellington Barracks at 5:15 p.m. Dress: Clean Fatigue. Mounted Section at Jockey Club Stables at 5:30 p.m. Dress: Drill Order.

Friday, 8th instant:—"A" and "B" Coys. and recruits on the road outside the Orderly Room at 5:15 p.m. Kowloon and Tsikoo Sections on the Polo Ground at 5:30 p.m. Dress: Drill Order. Signalling Section, "A" and "B" Classes at Volunteer Headquarters at 5:15 p.m. Dress: Clean Fatigue.

Saturday, 9th June:—Nil.

Transfer. No 198 Pte. J. Spradbery is transferred to "D" Coy.

Notice. Reference Corps Order No. 31, Pte. S. H. West is posted to Platoon 8, Section 15, instead of Section 12.

DAIRY FARM NEWS.

ABSOLUTELY THE BEST IN THE COLONY.

TO-DAY'S ADVERTISEMENTS.

PUBLIC NOTICE.

A First Class European String Band will give a performance on SATURDAY evening next from 5 P.M. to 11 P.M., at the NORTH POINT HOTEL. All are cordially invited.—Trams pass every few minutes.

A LIBEL ACTION.

The Claim Against Capt. de la Sala.

In the Summary Court, this morning, the case was mentioned in which Walter J. Stokes is claiming from R. M. de la Sala, Captain of the now notorious Pheumpanh, the sum of \$1,000 for alleged libel.

Mr. Grist said that he was appearing for the plaintiff and his friend Mr. Shenton for the defendant.

Mr. Shenton said that his client had not arrived in the Colony yet, but he was expected back to-day, so that he would like an adjournment. It was a libel case. His Lordship:—Are you asking for pleadings?

Mr. Shenton:—I have not considered the situation yet from that point of view. No order was made in the matter, and the case was adjourned it being stated that counsel had been engaged.

YOUR HEALTH AND APPEARANCE.

both suffer if you are a victim to constipation. The remedy is

PINKETTES

the little gentle-as-nature laxative which dispels constipation, liverishness, bilious headaches, clear the complexion and purify the breath. Of all chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 98 Eschenau Road, Shanghai.

TO-DAY'S ADVERTISEMENTS.**STOCK TAKING SALE.**

A GOLDEN opportunity for securing general bargains at enormous reduction in price. D. CHELLARAM offers his entire stock in trade of Oriental Silks, Crepes, Tafatta, plain fancy Voiles, striped and check cotton Crepes, Embroidered Voiles, Gold Jewellery AT GREATLY REDUCED PRICES, FOR 15 DAYS ONLY.

Indian-Persian Tientsin and Velvet Carpets reduced 20%. We have just received a new consignment of Silk Stockings. D. CHELLARAM. 38 and 40, Queen's Road Central.

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WANTED.—IMMEDIATELY, SECOND OFFICER. Apply Marine Department, The Asiatic Petroleum Co., (South China) Ltd.

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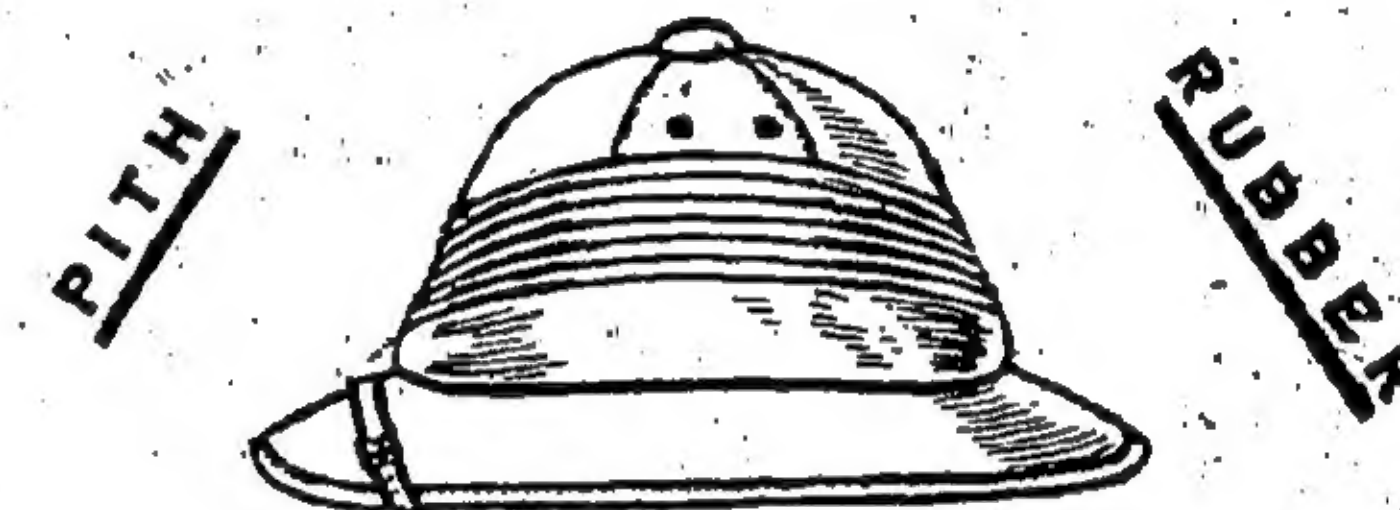
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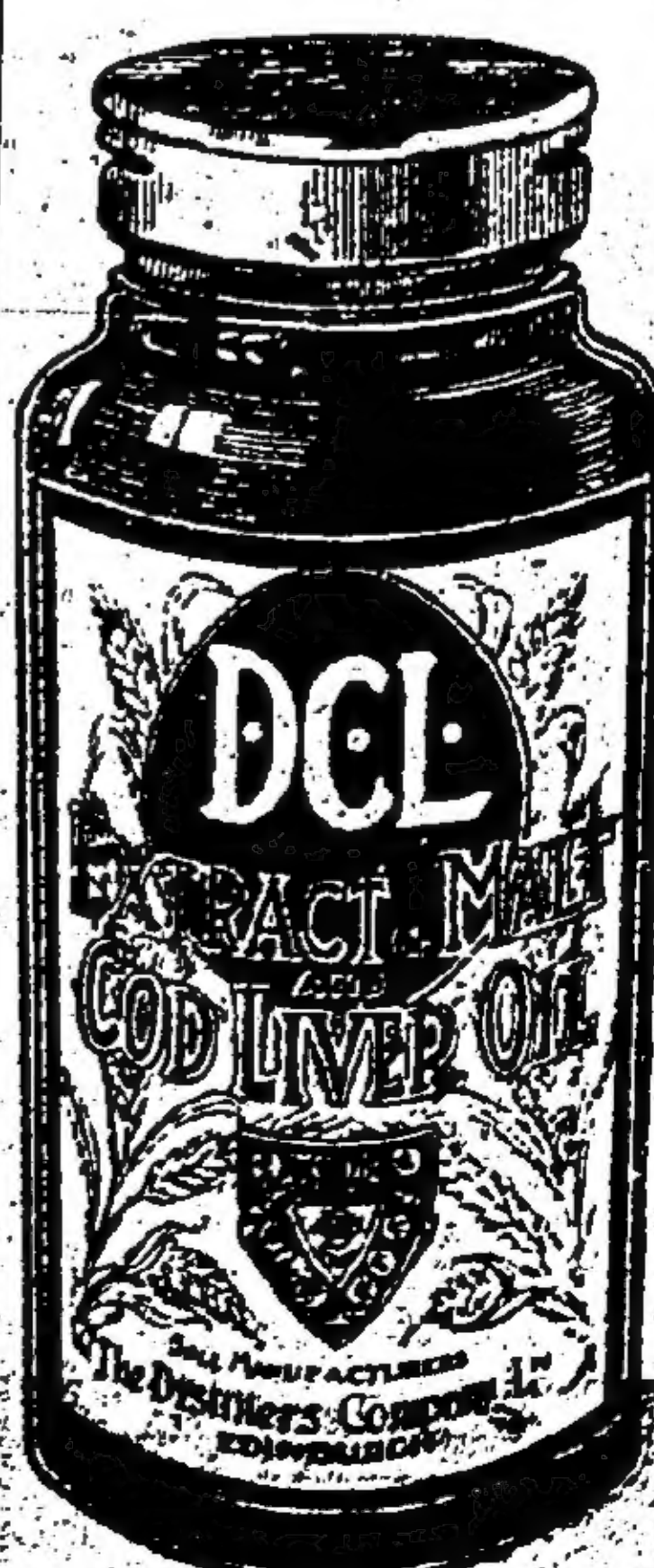
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P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.

E. V. D. Parr,
Superintendent.



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11,300 tons displacement. 12,000 tons displacement. Twin Screw Steel Steamships, with Modern Accommodations. Excellent Table. Reduced First Class Fare.

S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai both East and West Bound.

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Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

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"ELLERMAN" LINE. (ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

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For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

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112, VICTORIA ROAD.

SHIPPING **NIPPON YUSEN KAISHA.** THE JAPAN MAIL STEAMSHIP CO. Projected Sailings from Hongkong— Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira.		
VICTORIA, B.C. & SEATTLE via Kobe, S'hai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama.	Kamakura Maru Capt. Shirai T. 12,500	FRI, 8th June, at noon.
	Shidzuoka Maru Capt. Numa T. 12,500	WED, 20th June, at noon.
SHANGHAI and Kobe.	Mishima Maru Capt. Nishimura T. 16,000	TUES, 5th June, at 11 a.m.
SHANGHAI Kobe and Yokohama.	Asahi Maru Capt. Kozaka T. 8,000	TUESDAY, 5th June.
SHANGHAI, Kobe and Yokohama.	Suwa Maru Capt. Sekine T. 21,000	MON, 18th June, at 11 a.m.
SHANGHAI, Kobe and Yokohama.	Kirin Maru Capt. Sasaki T. 8,000	SATURDAY, 15th June.
SHANGHAI, Kobe and Yokohama.	Atsuta Maru Capt. Itsuno T. 16,000	MONDAY, 2nd July, at 11 a.m.
NAGASAKI, Kobe and Yokohama.	Nikko Maru Capt. Takeda T. 9,600	FRI, 15th June, at 11 a.m.
SHANGHAI, Moji and Kobe.	Totomi Maru Capt. Kamada T. 8,000	THURSDAY, 7th June.
SHANGHAI, Moji and Kobe.	Rangoon Maru Capt. Kobayashi T. 8,000	SATURDAY, 9th June.
Kobe and Yokohama.		

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via Manila, San Francisco, Panama and Colon.

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TOYO KISEN KAISHA. SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Nippon Maru	11,000 - 15 knots	12th June.
Shinyo Maru	22,000 - 21 knots	22nd June.
Persia Maru	9,000 - 14 knots	3rd July.
Korea Maru	18,000 - 18 knots	17th July.
Siberia Maru	18,000 - 18 knots	27th July.
Tenyo Maru	22,000 - 21 knots	10th Aug.

1st class to London G348. (ETL 10.0), return G437.50.
to San Francisco G350. return G437.50.

*For this voyage the Persia Maru will call at Honolulu.

Special Rates given to naval & military, civil servants, missionaries to round the world tickets issued in connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES.

Steamer Tons & Speed Leave Hongkong

Anyo Maru 18,500 - 15 knots 11th Sept.

For full particulars as to Passage & Freight, apply to

T. DAICO, Agent.

KING'S BUILDINGS.

JAVA PACIFIC LINE OF THE **JAVA-CHINA-JAPAN LIJN.**

Monthly Service between

MANILA, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI

Subject to change without Notice.

S.S. Tjisondari 11th June. S.S. Bintang 12th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:-

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CHINA MAIL S.S. CO., LTD. FREIGHT AND PASSENGERS. **S.S. CHINA**

WILL SAIL FROM HONGKONG FOR

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JUNE 23, SEPTEMBER 5, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent.

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THE ROYAL MAIL

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SHIPPING **C. N. C.** CHINA NAVIGATION CO., LTD. SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
NEWCHWANG	Nohow	2nd June at 4 p.m.
SHANGHAI	Yingchow	3rd June at d'light
SHANGHAI	Chenan	5th June at 4 p.m.
SHANGHAI	Sinkiang	7th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent Saloon accommodation Amidships; Electric fans fitted Extra State-rooms on Deck Aft, on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Sunking," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 34.

Hongkong June 1, 1917.

JAVA-CHINA-JAPAN LIJN. Regular Fortnightly Service between **CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	To
Tjilawong		8th June	14th June	KOBE
Tjitaroom		6th June	13th June	SHANGHAI
Tjibodas		6th July	13th July	KOBE
Tjikini		6th July	13th July	SHANGHAI

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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DOUGLAS STEAMSHIP CO., LD. HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 3 to 10 days.)

Steamships. Captain Leaving.

Haikun ... A. E. Hodgins ... FRI, 1st June, at noon.

Haikong ... J. W. Evans ... TUES, 5th June, at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM **NAVIGATION CO., LTD.**

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Yuensang	Sat., 2nd June at 3 p.m.
TIENTSIN	Chipsang	Sun., 3rd June at d'light
SHANGHAI	Wingsang	Thur., 7th June at d'light
MANILA	Loongsang	Sat., 9th June at 3 p.m.
SANDAKAN	Mausang	Tues., 12th June at noon.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Steamers from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon.

MANCHAL LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the right tickets can be obtained for Swatow and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Fohow when indicated.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datan.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

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AMERICAN EXPRESS COMPANY. HEAD OFFICE—NEW YORK.

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AMERICAN EXPRESS TRAVELLERS CHEQUES—the best form in which to carry travel funds.

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COMMERCIAL NEWS.

F.M.S. Tin Figures, Jan. 1916.

The total export of tin from F. M. S. in 1916, reduced to a metallic basis, amounted to 777,044 as compared with 785,870 in 1915, showing a decrease of 8,826 as compared with the previous year, says the

Warden of Mines. In 1913—the last normal year—the export was 785,870. Of the total quantity for the year under review 80,245 were exported as block tin and 705,629 as tin in ore, in comparison with 73,405 and 712,465 in the previous year, showing an increase in block tin; in 1913 these figures were 85,503 and 700,367 respectively. Percentages of decreases on the 1915 output were as follows:—

Perak 1.92, Selangor 1.17, Nerri Sembilan 27.08 and Pahang 8.63.

Restrictions Regarding Tanned Hides

Simla, April 20.—It has been brought to the notice of the Government of India that the tanning of hides for War Office purposes is likely to be seriously prejudiced by the large demand for tanning bark for the purpose of tanning goat and sheep skins. They have accordingly decided to make the prohibition of the export of tanned skins absolute and are by notification prohibiting the export of tanned skins to the United Kingdom as to all other destinations. Certain relaxations of these orders in respect of existing commitments are under consideration, but otherwise no license to export tanned skins to any destinations whatever will be issued. For the present would-be exporters should furnish full details of their commitments to the Collector of Customs concerned, with the least possible delay.

Manchester Cotton Trade.

Lancashire remains in a state of ignorance concerning the opportunity that is to be given for carrying on her exceedingly valuable trade with India and China. The arrangements to be proposed by the Shipping Controller are not yet made known. He took the drastic step of diverting the shipping before ascertaining from Lancashire what the effect on exports would be, and the negotiations which, according to business men's ideas, should have preceded his action and prepared Lancashire for the inevitable restriction of trade have to be begun now, when merchants and manufacturers have already ventured a good many millions in this season's trade. There is too much at stake—too much capital and too much employment—says the Manchester Guardian, for Lancashire to remain silent, and if the Shipping Controller does not come to the rescue of the trade will take it upon themselves to inform him of its necessities. The first requirement is sufficient shipping to move the overlying stock in the Manchester warehouses. Unless those stocks are sold or merchants cannot continue accepting deliveries. The next requirement is the provision of a definite amount of tonnage month by month so that the trade may know to what limit it has to work. The state of affairs created by the Shipping Controller's action is so serious that it must be faced immediately. Manchester merchants say the facts must compel the Shipping Controller to find tonnage for Far Eastern exports, and they base a good deal of confidence on their own appreciation of the national advantage—not less in war time than in peace—of maintaining a profitable export trade. It is likely that before this week ends the India and China sections of the Chamber of Commerce will take the first steps towards an ascertainment of the actual stock in hand and the amount of business in prospect. With the knowledge thus gained the Chamber will be able to approach the Shipping Controller with precise information, and the responsibility of deciding how much business must be sacrificed will rest with him. Afterwards it may be left to the trade itself to apportion the available tonnage, and already a rationing proposal is in the air. It is not easy to calculate the effect of the Shipping Controller's action in terms of unemployment, but it will be somewhere near the mark to say that half of the total output of the Lancashire mills goes to India and the other Far Eastern market. The stoppage of anything like that amount of trade would bring distress into the cotton districts.

For a good solid meal is a

Cake or Table of the

Wines & Liquors of the Best

ALEXANDRA GAY

VOLUNTEER ORDERS.

Corps Orders issued to-day by Major D. McDonald, V.D., state:—

Resigned.
In consequence of the resignation of the Corps, His Excellency the Governor has accepted with regret the resignation of Lieutenant-Colonel Arthur Chapman, V.D., from the Command of the Corps, with effect from the 23rd May, 1917.

No. 1992 Pte. W. H. Peters is permitted to resign, on leaving the Colony, dated 26th May, 1917.

2nd Lieut. T. H. Matthewsman is granted 2 months' leave from 1. 6. 17.

No. 1377 Spr. W. H. Cornell is granted 2 months' leave from 1. 6. 17.

No. 1698 Pte. D. E. Clark is granted 2 months' leave from 26. 5. 17.

No. 1599 Gr. S. Boulton is granted 1 month's leave from 7. 6. 17.

No. 2098 Spr. O. Carvalho is granted 3 months' leave from 1. 6. 17.

Strength.
The leave granted to No. 1732 Pte. O. H. Saper having expired, he is removed from the strength of the Corps, dated 30th May 1917.

Engineer Company.
Detail of Engineer Company duties at Lyceum from 1st to 16th June, 1917, is posted at Headquarters.

Care of Arms.
Members of the Corps are reminded that wire gauze is to be used on pull throughs only for removing hard fouling or rust. For the ordinary cleaning, pull throughs are to be used without wire gauze.

Parades.
Tuesday 5th instant:—7.30 a.m. Balchors 6th Section at Balchors Battery; 5.10 p.m. Centre Section M. G. Coy. at Kowloon Dock. Tests of Elementary Training. (Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m.); 5.30 p.m. Mounted Section at Jockey Club Stables, Strathmore Barracks at Headquarters, Right Section M. G. Coy. and Scouts Company at Headquarters under unit Commanders. (Aiming Instruction and Firing Instruction). Left Section M. G. Coy. and Civil Service Company at Headquarters under unit Commanders. (Tests of Elementary Training). Artillery Battery at Balchors Battery; 5.45 p.m. Signalling Section "A" class at Happy Valley.

Wednesday 6th instant:—5.10 p.m. Centre Section M. G. Coy. at Kowloon Dock. Tests of Elementary Training. Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m.; Recruits of all units, at Headquarters, under Corps, Elgoumbe, Grimes and Edmonds; Left Section M. G. Coy. and Civil Service Company at Headquarters under unit Commanders. (Tests of Elementary Training); Signalling Section "B" class at E.A. Theatre.

Thursday 7th instant:—5.30 p.m. Mounted Section at Jockey Club Stables, and Artillery Battery at Balchors Battery.

Friday 8th instant:—7.30 a.m. Balchors 6th Section at Balchors Battery; 5.30 p.m. Recruits of all units Murray Parade Ground (O. S. M. Wicheil) Corps, Grimes and Edmonds will attend; Centre Section and Left Section M. G. Coy. and Civil Service Coy. at Headquarters under unit Commanders. (Tests of Elementary Training); Signalling Section "B" class B. A. Theatre; Artillery Battery at Balchors Battery.

Detail.
On duty 10th instant, Centre Section M. G. Company; 11th, Right Section M. G. Company; 12th, Scouts Company; 13th, Scouts Company; 14th, Civil Service Company; 15th, Centre Section M. G. Company; 16th instant, Right Section M. G. Coy. Orderly Officer from 10th to 16th instant, Lieut. Danby.

Decorated by Serbian King.
Colonel (Temporary) E. J. G. General H. G. Casson, O. M. G., who commanded the South Wales Borderers at Tientsin and afterwards during the siege of Tientsin, has been decorated with the Serbian Order of Kara George, 3rd class (with sword) by the King of Serbia.

INDIAN YARN AND SUNDRIES.

Messrs. Setna and Company's Report.

Messrs. S. D. Setna and Co., in their report dated May 31st state:—

Cotton.—Sales, nil. Unsold stock is computed at about 659 packages. Closing quotations:—\$27 to \$33 per picul.

Indian Yarn.—The market during the current month remained firm, and the prices show an advance of nearly \$4 to \$8 per bale. The difficulty experienced at present in securing exchange on India retards the business to a considerable extent, in spite of constant demand for goods emanating from the interior. The sales during the current month are about 100 bales No. 63, 4,200 bales of No. 10s, 2,000 bales of No. 12s, 200 bales of No. 16s, and 850 bales of No. 30s; in all about 7,350 bales. Unsold stock is estimated at about 7,000 bales; sold but uncleaned stock is about 5,500 bales.

Sundry Articles.—In imports, sales are reported in apricots at \$20 to \$23 (per picul), Besoar stone at \$150 to \$180 (per catty), fish maws at \$155 to \$280 (per picul), gum olibanum at \$8 (per picul), Kismis at \$18 to \$24 (per picul), myrambollams at \$11 (per picul), and patchouli at \$190 (per picul). In exports, purchases are reported in green beans at \$41 (per picul), cardamum seeds at \$46 (per picul), China roots at \$10 to \$15 (per picul), fire crackers at \$12 (per case), Galangal at \$7 (per picul), paper Mohorams at \$45 to \$75 (per picul), preserves at \$4 to \$6 (per case), sugar candy at \$14 (per picul), tea at \$25 to \$70 (per picul), and Zedasy at \$11 (per picul).

GERMANY UPBRAIDS BRAZIL.

Press-Opinion Regarding the Rupture.

The following telegram from Amsterdam, dated April 18, comes opportunely in view of Brazil's definite intention of revoking her neutrality and of entering the lists against Germany. The telegram, which is from an American source, states:

Most of the German newspapers take Brazil to task more or less severely for breaking off relations with Germany. The *Tagesspiegel* of Berlin, asserts there is no justification for this act, as the Brazilian steamship *Parana* was sunk in the blockade zone, and no specific warning was necessary. This newspaper can see only one reason for Brazil's policy—pressure by the United States and the Entente. It goes on to say that if Brazil held back it might lose important coffee contracts with the United States and be unable to borrow money from the Entente. Accordingly it has fallen victim to England's insatiable war and trade policy.

The *General Anzeiger*, of Dusseldorf, finds it difficult to see what lasting good Brazil could expect from war with Germany, which it expects will follow, although its financial embarrassments might be relieved for the time being.

The *Vossische Zeitung* has discovered a new reason why Germany is disliked abroad. It gives a description of German schools in North and South America, and continues: "On the whole, it must be confessed that what Germany laid out on schools abroad does not compare with the schools of enemy states, which utilised this means of propaganda for decades with the utmost diligence."

The *Kreuzzeitung* endeavours to allay fears generated by reports that a million Americans are coming to Europe to fight by calculating that their transportation would require twelve tons of shipping per man, and that therefore 12,000,000 tons would be needed. Inasmuch as America has only 1,000,000 tons of ocean shipping, it says, the enterprise is impossible, even with the greatest acceleration of the ship-building programme.

FUTURE OF ENGLISH RAILWAYS.

"State Ownership Would be Disastrous."

In no country is the question of the relation of railways to public authority so acute as in this country, says the *Observer*. At present our railways are being worked as agents of the State, under orders of a Government Department and at the cost and charges of the public exchequer. The arrangement might be terminated after a week's notice, but it is universally admitted that a mere return to the status quo ante-bellum is quite impossible.

In an article on the subject in the *Edinburgh Review* the writer points out that increased wages and altered conditions rendered it difficult to pass back the railways to the several companies except under special conditions. On the one hand, railways after the war will not be able to pay their way without higher rates; on the other, in the fierce struggle for business after the war manufacturers and traders will claim, and in some trades at least with justice, that they cannot hold their own in international markets without lower rates.

"The situation is serious, and it must be boldly faced. It cannot be dealt with except by radical reform of English railway methods. It will be necessary to use figures, but while the figures for Germany, France, and the United States are accurate statistical calculations, the corresponding figures for this country will have to be guessed. The men who manage the English railways say, and the Board of Trade has hitherto been content to agree with them, that it is not necessary for the public, or even for themselves, to know what is the average rate charged for carrying a passenger or a ton of goods a mile; what is the average weight of goods conveyed in a truck or in a train; or what is the volume of traffic carried over a given line. Yet these are the figures by which in other countries railway men, as also the controlling public authority, and the outside critics financial and other, judge performances. In order to make comparisons, it is necessary for us to guess as nearly as we can at the corresponding English figures. They will probably be correct within a margin of error of, say, 20 per cent, as a maximum."

"Passengers are much less important than goods for two reasons. In the first place, passenger journeys are largely in the nature of luxuries. Further, passenger receipts are always the smaller part of railway revenues. Even in England, where the proportion is higher than anywhere else, they amount to a good deal less than half.

"Goods rates, however, are on a very different basis. In round figures, in the United States a ton is carried three miles for 1d.; in France or Germany three miles for 2d.; and in England three miles for (probably) 3d. What is the explanation? It is not the 'waste of competition.'

"One of the main causes of the larger average mileage rate in England—and it is a cause which must always remain—is the comparative shortness of the haul. The average ton in America is hauled about 150 miles, in France 75 miles, in Germany about 60 miles. In England the average haul is (probably) somewhere between 25 and 30 miles. Length of haul may justify a higher rate in England than in the rival countries; but it cannot explain rates double those of France and Germany and three and a half times those out of which the United States railways make a living. And here we come to the root of the matter. We can only approach the standard of rates charged in other countries when we approach their methods of doing the business. And this in England means nothing less than a railway revolution. Everybody has heard American visitors express their amazed surprise at our toy trains. Most people have seen goods trains in France and Germany and have noticed that their length is very different from what we are accustomed to at home. Many people have seen the enormous

American freight trains with their never-ending procession of colossal cars. But the average English trader who still consigns his traffic by the hundredweight would probably be startled to learn that trains with 4,000 tons of net load are not uncommon in the United States, and that one single modern American coal-car carries a load much heavier than that of an entire English goods train.

"We can never get serious reduction in goods rates in this country until we have much better truck-loads and much better train-loads. To carry such a reform into effect means nothing short of a revolution."

"We have on the railways of this country about 600,000 or 700,000 private coal wagons, belonging partly to the colliery companies and partly to coal merchants. Conceivably what this means is a train of fifty trucks starts for London from some gathering-ground in Derbyshire or Yorkshire. When it gets to London it has to be sorted for a dozen different local distributing points; then the wagons have to be sorted again to go back each to their own colliery to be reloaded, though the wagons making up the train are practically identical, and any wagon of the lot would do as well as any other, if only it happened to have the right name painted on it. The waste, in extra shunting, in empty running, is simply appalling. And it is no small additional point that, speaking broadly, private owners' wagons are less well maintained than those belonging to the railway companies, and consequently break down much more frequently, not often causing but always risking serious accidents, and resulting in numerous obstructions to the rest of the traffic on the running lines. Here, again, the companies are powerless, unless the Government supports them."

The writer considers the pros and cons of State ownership, and concludes that the many disabilities swamp the supposed advantages. In some countries such a system may be desirable, but in this country it would be disastrous.

"If the State is to nurse the companies back to financial prosperity it must claim in return the right to obtain and retain the ultimate control over their broad policy. Railway history shows only one method in which the idea of giving the State responsibility for a general policy, while leaving to the companies full control of the normal conduct of the business, has been successfully worked out. The field of operation was, curiously enough, Mexico, a country not, perhaps, to be regarded as a pattern of organisation at the present moment."

"The Government acquired, at a nominal figure, a sufficient amount of deferred Ordinary stock to control the general meetings of the shareholders. The stock was issued to the Government in return for its guarantee of prior securities and for other substantial concessions. The directors were responsible for the management of the company and were free to deal as they thought best in the interest of the shareholders with their staff and their customers, but subject always to this consideration—that, unless their policy ran broadly on lines of which the Government approved, the Government proxy would be used to turn them out of office at the next general meeting. In practice, the Government never appeared openly upon the scene at all. The directors were re-elected year after year very much as in any ordinary company. But we may assume that behind the scenes the representations of so important a shareholder received considerable attention."

"That State control from outside, through Parliament, the Board of Trade, and the Railway Commission, has not been very successful in the past is commonly admitted. In any case, it is inadequate under the new conditions that have now arisen. On the other hand, the objections to direct State operation under a Minister responsible to Parliament are most serious and most diverse for the interposition of a non-political buffer between Parliament and the railways have broken down under political

pressure. It is open to question whether a plan could not be devised for giving the State some representation on the board of directors and some corresponding share in the profits of the concern without putting the Government in a position to enforce political methods of management."

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THE FREIGHT MARKET.

Very Little Alteration Reported.

Messrs. Snowman and Co., in their report dated May 26, state:—

During the interval since we last reported on 12th inst. the position of affairs has not altered much. Time-charter rates still remain very strong but berth rates from Hongkong feeding ports are not at all commensurate. At close of our last circular the Saigon/Hongkong rate stood, nominally, at about 85 cents per picul and a fixture of a medium-sized outsider was made at this rate. Since then, with little demand, the rate has weakened and offers of tonnage at 80 cents per picul could not find takers. A small outsider is reported fixed at 77 cents and as we go to press further tonnage is in the market, indicating higher than this rate, but so far charterers have not come up; in fact, in view of the state of the market it is hardly likely that offers at the moment can be made at more than 75 cents.

Exports of rice from Saigon from 1st January to 17th April amount to 282,899 tons as compared with 309,236 tons for the same period last year. Quotation for No. 2 white round sifted rice stands at \$3.76 per picul f.o.b. Saigon for May/June shipment.

Bangkok/Hongkong:—There is, during the interval, has sagged somewhat. Whereas, when we last reported, it stood at \$1.35/\$1.25 for inside/outside the bar loading, indications are now in the market to the effect that only \$1.10/\$1.00 can be paid.

Saigon/Java:—Fixtures of two medium-sized outsiders have been closed, for employment in this direction, at \$1.30 per picul.

Saigon/Philippines:—We have nothing to add to our last advice. Newchwang/Canton:—There is possibility of tonnage being placed in this direction, but the present state of the bean market does not permit charterers to come along with offers.

Coal:—The Moji/Hongkong rate stands, nominally, at Yen 13.00 with no business reported. Fixtures Reported:—(Hongkong) Saigon \$8.00, Hongkong/Palo Brani P.T. Hoagay/Hongkong \$10.00 per ton.

SHANGHAI SHARE REPORT.

Business Dull Again.

Messrs. A. L. Anderson and Co., in their Weekly Share Circular (Shanghai, 26th May) say:—

When a week ago we penned our forebodings of an easier state of things in the Rubber market, we did not think that our views were destined to be so quickly justified. A further rise in exchange and a corresponding increase in the stringency of the money market has discouraged purchasers and dented business. Among other securities hardly any trading was done, and the working week, shortened by Empire Day celebrations, has been one of the quietest seen in the House for some time past. The opening rate for T.Y.T. on London was 3/4; the Dollar rate being 72.8875.

Company Meetings.—Warrants issued by the liquidators in exchange for shares should be encashed at the Hongkong and Shanghai Bank not later than Wednesday, 30th inst. Cathay (ordinary):—These may now be deposited with the liquidators in exchange for certificates. Java Consolidated:—An interim dividend of Tls. I will be paid on 15th proximo. Kowloon:—The Directors announce the payment of an interim of Tls. 0.50 on 21st proximo. Shanghai Electric Co. (ordinary):—A final dividend of 12%, less income-tax at 4/6 in the 6, is now payable.

proceeds. It is open to question whether a plan could not be devised for giving the State some representation on the board of directors and some corresponding share in the profits of the concern without putting the Government in a position to enforce political methods of management."

OBITUARY.

Death of Dr. J. M. Atkinson.

Telegraphic news has been received from the Secretary of State for the Colonies to the effect that Dr. J. M. Atkinson, formerly Principal Civil Medical Officer in Hongkong, died on the 23rd ultimo.

It is known by his friends that for some months past Dr. Atkinson had been lying in a precarious condition, due to aneurism of the heart.

Dr. Atkinson was for many years Superintendent of the Government Civil Hospital, and succeeded the late Dr. Ayres as Principal Civil Medical Officer, in conjunction with which appointment he held for some time the post of President of the Sanitary Board. He was for some time a member of the Legislative Council, and for many years a member of the Executive Council.

Dr. Atkinson made a reputation as a very skilful physician, and was responsible for the introduction of European nursing sisters in the Government Hospitals. He was also intimately connected with the establishment of the Victoria Hospital, and he rendered very valuable services to the Colony throughout his career in the furtherance of medical and sanitary improvements.

In the field of sport he was a well-known and conspicuous figure in the cricket field, and was also an expert lawn tennis player.

Since the war began, he had been employed under the War Office and has had charge of a military hospital.

In conjunction with Mr. Murray Stewart, he was also a representative in London of the Hongkong War Charities Committee.

His untimely death will be deeply lamented by the very large circle of his friends who are still in the Colony, whose heartfelt sympathy goes out to his widow, who was well-known here as the popular and very efficient matron of the Government Civil Hospital, and to his two young sons.

FRENCH RELIEF FUND.

For Homeless Populations in Northern France.

Tenth List:—
Tai Shan & Co. ... \$100.00
J. W. Jack ... 50.00
Anonymous ... 30.00
"Iron claw" fund ... 50.00
Seong Heng Hong ... 10.00
Queen's Mary Needlework ... 500.00
B. ... 50.00
J.D.T.Y. ... 10.00
Jose de Obaldia ... 80.00
On Wo & Co. ... 30.00
E.L. ... 11.11
Ouvrier des Dames Francaises de Hongkong ... 41.92
Previous Lists \$1,000 and \$15,056.97

Total \$1,000 and \$16,000.00. As shown above, the subscriptions in favour of the homeless populations in the liberated areas in Northern France reached the total amount of \$16,000, made out of private donations, and \$1,000 given by the Hongkong War Charities Committee.

This amount represents a total of 79,529 francs, which have been sent to the French Foreign Office as the "Hongkong Subscription." It has been stipulated that these sums shall be remitted to the Mayors of the villages liberated by the Franco-British advance. They will be distributed among the distressed families which have suffered the most during the two years and half of the German occupation.

The French residents and the French Consul in Hongkong do hereby convey to the generous donors an expression of their grateful thanks, the more so because the Hongkong community, being solicited by numerous and unceasing appeals for national war funds, has, however, so generously contributed to this French relief fund. They find in this readiness of the Hongkong community towards all suffering a noble proof that among the Allies there is not only unity of front, but also unity of charity.

CORRESPONDENCE.

The opinions expressed by correspondents are not necessarily those of the *Hongkong Telegraph*.

THE BOXING BOUTS.

(To the Editor of the *Hongkong Telegraph*.)

Sir,—I have to thank Seaman Simoes for his kindly letter, and to express my regret for any misunderstanding.

It is scarcely necessary to reply further to "Observer," but I repeat that Ahearn could not be counted on while Royal prevented his entry to the ring. If Ahearn on being allowed to do so had not entered the ring, then the count should begin.

Rule 4 does not say "the other man meanwhile to return to his corner," as stated by "Observer."

There was nothing meriting disqualification in any of the bouts.

I did not say that I consulted anyone. What I said was that both Referees agreed on the result of the Simoes-Smith fight independently. I consulted no-one and gave my decision at once on all the bouts. This being my last letter on the subject, I thank "Observer" for all the nice things he has said of me, and you, Sir, for the favour of space in your columns.

Yours etc.
W.S. BAILEY.

Hongkong, May 31st, 1917.

CENTRAL EUROPE'S FLIGHT.

Recent Eyewitnesses Tell of Misery and Want.

News communicated by telegram recently from Athens gives a clearer idea as to what is at present the actual state of affairs in Central Europe and reflects some light upon several matters that were somewhat obscure.

The writer of an article says:—Through a person who has recently been able to traverse parts of Serbia, Bulgaria, and the Germanic Empires, I have been able to ascertain some interesting facts about the conditions of these countries. A pamphlet has been printed clandestinely in Bessarabia, the author of which signs himself "Henry the Conjuror." It declares that the fall of the Hohenzollern family is the only means of avoiding catastrophe for Germany, and he compares the victories of William II. to Pyrrhus's. The censorship has done everything possible to extirpate this pamphlet, but it is extensively circulated, many copies having reached even Bulgaria.

The Austrians have made a double line of railway running up to Budapest from the Serbian frontier, which is choked with continually passing trains containing war material. At intermediate stations my informant saw many wagons full of old iron, barbed wire, copper fragments, and cotton. These were going from Constantinople to Germany. The only express trains he encountered was a Balkan hospital train. The condition of Budapest, as far as the civilian population is concerned, he described as pitiable.

In Bohemia, he saw some Turkish troops who had come from Anatolia and in a wretched condition. These have by now probably been recalled to Turkey. Turkish troops at the time of his journey were much in evidence. Vienna itself was one vast hospital. The celebrated forest of Hammering had been almost cut down, and the position was being fortified by gangs of Italian and Serbian prisoners. In one town notices were posted assuaging youths of 16 to present themselves.

My informant saw every where, especially in Austria, evidence of misery and want of food. Multitude of military trains, and many hospital trains were arriving.

In Bulgaria practically all who are able to walk have been pressed into service, including boys of sixteen. Those of fifteen had just been summoned to present themselves at recruiting centres. There they were medically examined, but made no stand on a weighing machine. Those over a weight approximating eight stones were taken into the mountain districts of the west for service in the fields.

